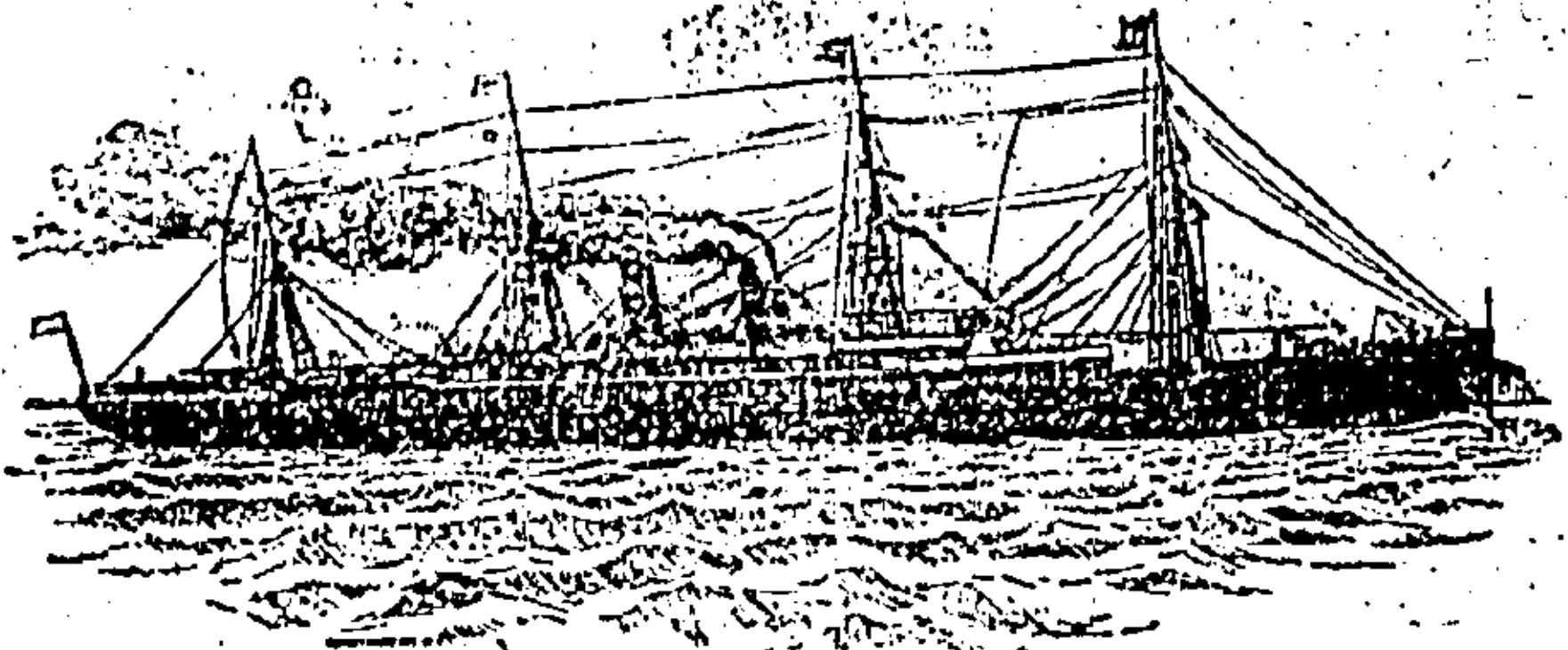


U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

| | |
|-----------------|---|
| "DORIC" | SATURDAY, 17th January, 1903, at Noon. |
| "NIPPON MARU" | SATURDAY, 24th Jan., 1903, at Daylight. |
| "CLYDE PARK" | TUESDAY, 3rd February, 1903, at Noon. |
| "COPTIC" | TUESDAY, 10th February, 1903, at Noon. |
| "AMERICA MARU" | TUESDAY, 17th February, 1903, at Noon. |
| "KOREA" | FRIDAY, 27th February, 1903, at Noon. |
| "GABRIO" | SATURDAY, 7th March, 1903, at Noon. |
| "HONGKONG MARU" | TUESDAY, 17th March, 1903, at Noon. |
| "CHINA" | TUESDAY, 24th March, 1903, at Noon. |

Record Trip Yokohama to San Francisco made by s.s. "KOREA", 12,000 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE O. & O. Company's Steamship "DORIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, TO-MORROW, the 17th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of America.

Passengers holding Orders to EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 16th January, 1903

E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, via CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

| | | |
|---------------------------|------------|------------------------------|
| R.M.S. "EMPRESS OF INDIA" | 6,000 Tons | WEDNESDAY, 11th Feb., 1903. |
| "TARTAR" | 4,425 " | WEDNESDAY, 25th Feb., 1903. |
| "EMPRESS OF JAPAN" | 6,000 " | WEDNESDAY, 11th Mar., 1903. |
| "ATHENIAN" | 3,882 " | WEDNESDAY, 18th Mar., 1903. |
| "EMPRESS OF CHINA" | 6,000 " | WEDNESDAY, 1st April, 1903. |
| "EMPRESS OF INDIA" | 6,000 " | WEDNESDAY, 22nd April, 1903. |
| "TARTAR" | 4,425 " | WEDNESDAY, 6th May, 1903. |
| "EMPRESS OF JAPAN" | 6,000 " | WEDNESDAY, 13th May, 1903. |
| "ATHENIAN" | 3,882 " | WEDNESDAY, 27th May, 1903. |

THE magnificent "EMPRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 14th January, 1903

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

| STEAMERS. | DESTINATIONS. | SAILING DATES. |
|-----------------|-------------------------------------|-------------------------|
| NUERNBERG | HAVRE and HAMBURG. | 20th Jan. |
| Jaburg | (Calling at SINGAPORE and PENANG.) | Freight. |
| AMBRIA | HAVRE and HAMBURG. | 3rd Feb. |
| (Huckstein) | (Calling at SINGAPORE.) | Freight. |
| WURZBURG | HAVRE and HAMBURG. | 10th Feb. |
| (Hinter) | (Calling at SINGAPORE and COLOMBO.) | Freight and Passengers. |
| C. FERD. LAEISZ | HAVRE and HAMBURG. | 26th Feb. |
| Fuchs | (Calling at SINGAPORE and PENANG.) | Freight. |
| BAMBERG | HAVRE and HAMBURG. | 10th Mar. |
| Kirchner | (Calling at SINGAPORE and COLOMBO.) | Freight. |
| ANDALUSIA | HAVRE and HAMBURG. | 19th Mar. |
| von Doehren | (Calling at SINGAPORE and PENANG.) | Freight. |

Hongkong, 16th January, 1903

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE.

No. 1, Queen's Building.

Notices of Firms.

TOYO KISEN KAISHA MANILA LINE.
NOTICE.

I BEG to give Notice that the Mitsui Bussan KAISHA have this Day CEASED to be AGENTS of the above Company and I have OPENED an OFFICE of the Company at No. 3, Queen's Building, Ice House Street.

K. NAKASHIMA,
Manager,
T.K.K. Manila Line.
Hongkong, 14th January, 1903. [53c]

THE CHINA-BORNEO COMPANY, LIMITED.

NOTICE.

I HAVE this Day RESUMED CHARGE of the above Company's Business.

J. WHEELLEY,
Manager.
Hongkong, 10th January, 1903. [39c]

Auction.



PUBLIC AUCTION.

THE Undersigned will Let by PUBLIC AUCTION,

on MONDAY, the 19th January, 1903, at 3 P.M., on the Spot,

The Several Lots Numbered 1 to 19 on Plan, to be seen at the Auctioneers' Office, for erection of ROOTHES and VATSHEDS on the Government Ground adjoining the Race-course, North of the Grand Stand Enclosure.

TERMS.—Cash.
For Conditions of Sale, Apply to—
HUGHES & HOUGH,
Government Auctioneers.

Hongkong, 9th January, 1903. [12c]

Insurances.

"STRONGEST IN THE WORLD."

Take

Equitable Life Assurance.

All

Contracts

Have Loan and Cash Values and

Embrace all good features of

Rival Companies. The

Standing, Strength and Stability

of the Company is unquestioned.

For Rates or Information, Call on or

Address

F. KIENE,

14, Des Voeux Road.

[5c]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept Fire, Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.

Hongkong, 28th May, 1895. [25c]

Intimations.



NOTICE TO MARINERS.

HONGKONG HARBOUR.

DURING the Operations attending the Demolition of the sunken S.S. *Parkside*, all vessels, using that Portion of the Harbour in which she lies, are hereby warned that Dynamite Charges are liable to be exploded at any time of the day.

A Red Flag will be hoisted on the Divers' Boat 15 minutes before each charge is exploded.

R. MURRAY RUMSEY,
Ret. Com. R.N.,
Harbour Master, &c.

Harbour Department,
Hongkong, 15th January, 1903. [58c]

USE

47 II

47 II

47 II

WHITE ROSE TRANSPARENT EAU DE COLOGNE
AND GLYCERINE SOAP.

\$1.50 PER BOX.

IMPORTED BY

RITCHIE & Co.,

39, Des Voeux Road.

Hongkong, 14th January, 1903. [67d]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. Net £6.03 per Cask ex Factory.

In Bags of 250 lbs. Net \$9.75 per Bag ex Factory.

SHEWAN TOMES & CO.,
General Managers.

Hongkong, 3rd December, 1902. [110c]

NOTICE OF REMOVAL.

THE OFFICE and SALES ROOMS of the Undersigned have been REMOVED to

No. 8, DES VOEUX ROAD, CENTRAL.

Corner of Ice House Street.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 15th December, 1902. [1367d]

Intimations.

THE CHINA PROVIDENT LOAN AND MORTGAGE COMPANY, LIMITED.

THE SIXTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the Company will be held at the OFFICES of the Company, 14, Des Voeux Road, Victoria, TO-MORROW, the 17th January, 1903, at 11 o'clock A.M., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1902, declaring a Dividend and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, 15th, to SATURDAY, 17th January, 1903, both Days inclusive.

SHEWAN TOMES & CO.,
General Managers.

Hongkong, 16th January, 1903. [33c]

PROPOSED MERCANTILE MARINE CLUB.

NOTICE is hereby given that a MEETING, open to all CERTIFICATED MERCANTILE MARINE OFFICERS, will be held, by the courtesy of the Manager, at the Office of the *Hongkong Telegraph* Company, Limited, 1, Ice House Road, Hongkong, at 3 P.M., on SUNDAY, 18th January, 1903, for the purpose of discussing the desirability of FORMING a MERCANTILE MARINE OFFICERS' CLUB at Hongkong.

Officers unable to attend may address suggestions to be laid before the Meeting to THOMAS C. SWADY,

Hongkong Telegraph.

Hongkong, 8th January, 1903. [34c]

THE WEST POINT BUILDING COMPANY, LIMITED.

NOTICE is hereby given that the FOURTEENTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the COMPANY'S OFFICES, Victoria Buildings, on MONDAY, the 26th January, 1903, at 11.45 o'clock A.M., for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1902.

The REGISTER of SHARES of the Company will be CLOSED from SATURDAY, the 17th January, to MONDAY, the 26th January, (both Days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors,

A. SHELTON HOOPER,
Secretary.

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.

General Agents for

THE WEST POINT BUILDING CO., LIMITED.

Hongkong, 7th January, 1903. [28c]

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LIMITED.

NOTICE is hereby given that the FIFTEENTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the COMPANY'S OFFICES, Victoria Buildings, on MONDAY, the 26th January, 1903, at 12 o'clock NOON, for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1902.

The REGISTER of SHARES of the Company will be CLOSED from SATURDAY, the 17th January, to MONDAY, the 26th January, (both Days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors,

A. SHELTON HOOPER,
Secretary.

Hongkong, 7th January, 1903. [23c]

THE HONGKONG LAND RECLAMATION CO., LIMITED.

NOTICE is hereby given that the SECOND ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the COMPANY'S OFFICE, Victoria Buildings, on MONDAY, the 26th January, 1903, at 12.30 o'clock P.M., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the Period ending 31st December, 1902.

The REGISTER of SHARES of the Company will be CLOSED from MONDAY, the 17th January, to MONDAY, the 26th January, (both Days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors,

MOWBRAY S. NORTHCOTE,
Secretary.

Hongkong, 13th January, 1903. [49c]

HONGKONG BENEVOLENT SOCIETY.

THE ANNUAL GENERAL MEETING of the above SOCIETY will be held on TUESDAY, the 27th January, at 12 o'clock in the CITY HALL.

The Public are invited to attend.

B. S. POATE,
Hon. Secretary.

Hongkong, 14th January, 1903. [52c]

THE PUNJON MINING COMPANY, LIMITED.

NOTICE is hereby given that at a Meeting of the Board of Directors of the Company, held at the Company's Office, No. 13, Beaufort Arcade, Victoria, Hongkong, on MONDAY, the 5th day of January, 1903, the following Resolution was passed:—

That in pursuance of this Special Resolution passed on the 11th day of November, 1902, and confirmed on the 27th day of November, 1902, a Call of Fifty Cents per Share be made upon all holders of Ordinary Shares in the above Company, and the same is hereby made. Such Call to be paid to the Hongkong and Shanghai Banking Corporation, at their Premises, Queen's Road Central, Victoria, Hongkong, on or before the 9th day of February, 1903.

And Notice is also given that in accordance with Article 24 of the Company's Articles of Association, interest at the rate of 5 per centum per Annum will be charged upon all Calls remaining unpaid after the 9th day of February, 1903, up to the actual dates of payment of the same.

Shareholders are requested to note that, upon presentation at the Office of the Company of the Bankers' Receipt for payment of the Call, and surrender of existing Certificates of the Shares pertaining thereto, new Share Certificates will be issued bearing an endorsement of the payment of the said Call.

By Order of the Board of Directors,

W. KERFOOT HUGHES,
Secretary.

Hongkong, 6th January, 1903. [210c]

WANTED.

A TEACHER for St. Joseph's College.

Apply by Letter to—

BRO. FRANCIS,Director,
St. Joseph's College.

No. 7, Robinson Road,

Hongkong, 12th January, 1903.

Hotels.

GO TO THE

KOWLOON HOTEL,
KOWLOON.

R. F. DALY,
Manager.

J. W. OSBORNE,
Proprietor.

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to

Hongkong, 1st November, 1902. THE MANAGER. [1339c]

"BOA VISTA,"
(HOTEL SANITARIUM OF SOUTH CHINA)
MACAO.

THE most select Hotel in the Far-East, beautifully situated, overlooking the sea, and affords comfortable accommodation for travellers.

The strictest supervision as to food and cleanliness is exercised by a European Manager.

774] Telegraphic Address: "BOA VISTA."

Intimations.

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that

the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co.,

VIENNA,

THE INVENTORS OF INCANDESCENT GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,

The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,
CONNAUGHT HOUSE.

WING CHEONG.

DEALERS IN JEWELLERY, PEARLS, DIAMONDS, JADESTONEWARE, CURIOS, SILKS, CARVED IVORYWARE, AND GRASSCLOTHS,

SVEN HEDIN'S JOURNEY.

GRAPHIC STORY OF ADVENTURE.

Dr. Sven Hedin has delivered an address before the Geographical Society on the route and incidents of the three years' journey which he took in those deserts of Asia that lie east of Afghanistan and Kashmir, north of the Indian Empire, and in the unexplored southern territories of Russia. Thirteen hundred miles down the sinuous Tarim, across the desert of Gobi, over the ranges which stretch like gridiron bars running east to west across the path of the traveler who would go north or south to Tibet, through a part of Tibet itself—these were some of Dr. Hedin's wanderings.

A CRITICAL SITUATION.

They had many hardships, especially in the high valleys of the great Asiatic Himalayan range, where they always were at altitudes greater than that of Mont Blanc. The cold in the deserts was intense in winter.

On February 18, at 5 the explorer, came the first blizzard of the year, and it was so bitterly cold that we had to go on foot to prevent ourselves from being frozen to death. At night we were only able to make a little tea at the cost of two of the ten-poles with which to make the fire. On the 19th the storm still continued to rage; but as we had no firewood of any description whatever, we were obliged to content ourselves with sucking small pieces of ice and munching dry bread—hardly a fitting repast for such truly Arctic weather as we were then experiencing. The tracks of wild camels were exceptionally frequent, and I observed them with the greatest interest, and noted them down on my map-sheet; they might later on point to important conclusions. Our situation was now critical. Our stock of ice was exhausted, and the camels had not drunk a drop of water for twelve days. Fortunately, that same evening we reached a spot where the wild camel tracks all converged into one common track, which eventually led into a valley, in the beginning of which, sure enough, there was a salt-pond, surrounded by a belt of fresh-water ice a few inches thick. As fuel also was to be had in the same place, we stayed there two days, the camels meanwhile quenching their thirst by crunching the ice, hewed to pieces for them.

DESERT MANUSCRIPTS.

Among the deeply interesting and important archaeological discoveries was that of a buried link of civilisation, which may once have bound Western China and Eastern Turkestan together by a thriving inhabited region. In the half-buried cities of these deserts, manuscripts and coins were found, and one of the manuscripts speaks of an army which was to be met at the frontier "by forty officials"—a fair-sized army, therefore. But how was the agriculture of this region carried on? How was it possible to carry it on? Not one rivulet flows down from the Kurruk-tagh mountains, not one drop of rain ever falls from the sky. Canals, or irrigation aqqs, similar to those which are found all over Eastern Turkestan at the present day, must have been made from the river which flowed into Lopnor. The gra-banks spoken of still exist in every town in Eastern Turkestan, under the control of the Chinese authorities, and serve the purpose of securing an equal distribution of bread among the natives. I unearthed four villages only, one of them consisting of not more than nineteen houses; but there is no reason why the desert should not yield many other valuable archaeological remains. The mention of forty officials, a military expedition, and many farms, point to the inference that Lou-lan was a well-peopled region. Possibly the people dwelt in perishable reed-huts, as they do at the present day.

IN THE LAND OF TIBET.

Among the last and by no means the most pleasant of his experiences was the attempt to penetrate Tibet. He achieved part of his purpose, but he did not get to Lhasa, the holy city, and all the time he was in the country his caravan and a sort of covering escort of Tibetan servants watched one another like two cats. The attitude of the Tibetans towards strangers may be gathered from the following experience:—Later on that same day there was another rift in the lute. Hadyeh Tsering and Yunduk Tsering, two of the Dalai Lama's ministers or members of his dezhung (or council) in Lhasa, came direct from the holy city, bringing with them 500 mounted men and against such a force I had no inclination to declare war. These officials read to me a proclamation from the Dalai Lama, which, among other things, contained the following passage:—"Let letters be sent with all speed to Namsu and Naktang, that no Russian can have permission to travel on any of the roads of Nankichu and onwards as far as my kingdom extends. Let letters be sent to all the chieftains. Watch the frontiers of Naktang. It is absolutely essential to guard strictly every part of the country. It is entirely unnecessary that any European shall enter into the kingdom of the holy books and spy out the land. In your provinces they have nothing whatsoever to do. If they say they have, then know they must not travel to Lhasa. And if they do travel, then shall you lose your head. See to it that they turn back by the way they came."

THE WEATHER.

The following report is from Mr. P. G. Figg, Acting Director of the Hongkong Observatory:—

On the 16th at 12.5 p.m. The barometer has fallen over E. Japan and the E. coast of China, risen on the S. coast.

Pressure is high over Central China, and low to the S. and also to the N.E. of Japan.

Fresh N. winds along the China coast and strong monsoon over the N. part of the China Sea.

Forecast:—fresh N. winds; fair.

ASK for ASAHI JAPANESE BEER—G. Girault.

HOW THE CUNARD LINE ORIGINATED.

The inception of the Cunard Line of steamers was due to Samuel Cunard, a native of Nova Scotia, born in 1838. In 1838 he came to England, filled with an idea of originating a Transatlantic service. He sought out Mr. Robert Napier, the famous Cy-cle shipbuilder, an eccentric man whose hobby was mechanical invention—the Napier coffee machine is one of the products of his fertile brain—though he took good care not to let his familiar pursuits interfere with his ordinary work. A bargain was struck and the foundations of the now famous fleet were laid down. Four steamers were constructed, and so well did they serve their purpose that others were added. Safety was ever the motto of the Cunard, whose proud boast it was that they never lost a passenger's life. Old though the line is, it is not our premier one, though it stands second on the list. The Peninsular and Oriental claims seniority by three years.

CHINA'S DEBT TO ITALY.

Of the indemnity of one milliard and eight hundred and seventy-five million francs which China owes to the signatory Powers of the Treaty of Peking of the 7th of September, 1901, Italy is expecting to receive seventy-five millions.

Of this one portion will go to cover the expenses of the Italian Expedition, and the other to missionaries, contractors, miners, families of those who lost their lives in the service of their country in China, and certain other private persons who suffered material loss by the war. All these creditors will be forced to wait thirty-nine years before seeing their debts paid to them.

The *Patria* observes that nearly all the Powers but Italy immediately recognised the difference which existed between indemnity due to the Government and that due to private individuals, and took steps, either by means of loans, like France, or through payments in regular instalments, like Great Britain and Germany, whereby the private creditors were in a position to receive money in advance on what was owed to them. The missionaries, who want to rebuild their churches, houses, and hospitals, are no more able to wait thirty-nine years than are the families left unprotected for by the soldiers who fell in battle.

The journal calls on the Italian Government to take some steps in this matter, and also to see that the dignity of Italy be properly asserted in China, where Italy's prestige seems to be on the wane rather than on the increase. It quotes various incidents in support of this assertion, and concludes as follows:—

"The facts demonstrate that Italy must not appear, not even in China, to be of less importance than other Powers, which, by conciliating public with private interests, have provided for the maintenance of their rights and for the prompt satisfaction of obligations which involve also a question of national dignity."

The negotiations which have for some time been in progress for the establishment of a branch of the Ehrhardt factory in Italy and the acquisition of the Ansaldo Arsenal, at Genoa, are said to have fallen through. It appears that the terms demanded on either side were such as neither party could consent to; but pourparlers are now proceeding, in which the firm of Krupp is interested, which may have a better result.

Consignees.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, ADEN, COLOMBO, PENANG AND SINGAPORE.

THE Steamship

"AUSTRIA,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained. Yarn will be landed at Lap-Sap-Wan Godown Lot No. 1295-6.

Optional Cargo will be discharged here, unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before Noon, on the 22nd instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 22nd instant will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 15th January, 1903. [370]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BRAEMAR," FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M. TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 25th instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd instant, at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & Co., LIMITED, Agents.

Hongkong, 15th January, 1903. [590]

ASK for ASAHI JAPANESE BEER—G. Girault.

Consignees.

FROM HAMBURG, ANTWERP AND SINGAPORE. THE H.A.L. Steamship

"C. FERD LAEISZ,"

Captain Fuchs, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 19th instant, at 3 P.M.

No Fire Insurance has been effected. HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 16th January, 1903. [440]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "OLYMPIA," FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, M. J. AND SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & Co., LIMITED, Agents.

Hongkong, 16th January, 1903. [4]

THE P. & O. S. N. Co.'s Steamship

"RANCA," FROM ANTWERP, LONDON, PORT SAID, SUEZ, BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—From Persian Gulf, ex B.J.S.N. and B. & P. S. N. Co.'s Steamers.

Goods not cleared by the 19th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representatives at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

Consignees of Cargo from Europe and Egyptian Ports, Bombay, &c., are requested to sign a General Average Bond before Bills of Lading are countersigned.

E. A. HEWETT, Superintendent.

Hongkong, 13th January, 1903. [4]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.

THE Company's Steamship

"HAKATA MARU,"

having arrived from the above Ports, consignees of general cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 21st inst., at 4 P.M., will be subject to rent.

All ship-damaged packages must be left in the Godowns and Notice of same sent to this Office before the 21st instant, or claims in connection therewith will not be recognised.

NIPPON YUSEN KAISHA, Hongkong, 14th January, 1903. [560]

STEAMSHIP "SALAZIE,"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London and Havre, ex s.s. *Lido* and *Ville Rochefort*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, the 15th instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after WEDNESDAY, the 21st instant, at Noon, will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 21st instant, or they will not be recognised.

All damaged packages will be examined on WEDNESDAY, the 21st instant, at 3 P.M.

No Fire Insurance has been effected. G. DE CHAMPEAUX, Agent.

Hongkong, 15th January, 1903. [10040]

ASK for ASAHI JAPANESE BEER—G. Girault.

Consignees.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE

CONSIGNEES of CARGO per Steamship "DORIC,"

are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns Nos. 1 and 2, at Kennedy Town (Marine Lot 243), and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 17th inst. will be subject to rent.

No Fire Insurance has been effected. E. W. TILDEN, Agent.

Hongkong, 16th January, 1903. [1]

IMPERIAL GERMAN MAIL LINE. NORDDEUTSCHER HAMBURG-AMERIKA LLOYD.

NOTICE TO CONSIGNEES.

THE Steamship "DARMSTADT,"

of the NORDDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 A.M. TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 19th instant, at 9.30 A.M.

All Claims must reach us before the 23rd inst., or they will not be recognised.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD. MELCHERS & Co., Agents.

Hongkong, 12th January, 1903. [6530]

THE P. & O. S. N. Co.'s Steamship

"CEYLON," FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 19th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 13th January, 1903. [4]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE. THE Company's Steamship

"TIROL,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This Vessel brings Cargo:—From Trieste, ex S.S. *China*.

Optional Cargo will be discharged here, unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 20th instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 20th instant, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Princes' Buildings. Hongkong, 14th January, 1903. [160]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENGLOE," FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 21st instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 31st January, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st instant, at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 14th January, 1903. [550]

ASK for ASAHI JAPANESE BEER—G. Girault.

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

| STEAMERS. | DESTINATIONS. | SAILING DATES. |
|----------------|--|------------------------------------|
| KASUGA MARU | NAGASAKI, KOBE and YOKO- | FRIDAY, 23rd January, at Noon. |
| H. Fraser | HAMA, MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID | SATURDAY, 24th Jan. at Daylight. |
| BINGO MARU | MOJI, KOBE and YOKOHAMA | SUNDAY, 25th January, at Noon. |
| F. Davies | BOMBAY, via SINGAPORE and COLOMBO | TUESDAY, 27th January, at Noon. |
| KAGOSHIMA MARU | VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA | TUESDAY, 27th January, at 4 P.M. |
| K. Kori | KOBE and YOKOHAMA | FRIDAY, 30th January, at Daylight. |
| HIROSHIMA MARU | SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE | FRIDAY, 30th January, at 4 P.M. |
| J. Nagao | MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID | SATURDAY, 7th Feb. at Daylight. |
| KAGA MARU | | |
| T. W. Ekstrand | | |
| AWA MARU | | |
| N. Trent | | |
| YAWATA MARU | | |
| A. E. Moses | | |
| TAMBA MARU | | |
| J. W. Wale | | |

* Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 16th January, 1903



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"BALLARAT,"

Captain F. Summers, carrying His Majesty's Mails, will be despatched from this for BOMBAY, TO-MORROW, the 17th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 16th January, 1903. [4]

NORTHERN PACIFIC STEAMSHIP COMPANY.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamers. Tons. Captains. 1902-03

Olympia 2,837 J. Truebridge Jan. 17

Philadelp 3,753 F. G. Purinton Feb. 7

Shamouli 9,666 W. M. Smith Feb. 17

Steamers marked (*) have no passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further Information as to Freight or Passage, apply to DODWELL & Co., LIMITED, General Agents.

Hongkong, 14th January, 1903. [8740]

CHINA NAVIGATION CO., LTD.

HONGKONG TO SYDNEY AND MELBOURNE, VIA AVERAGE LENGTH OF VOYAGE TO SYDNEY 20 DAYS.

Saloon Passengers carried at SPECIALLY REDUCED RATES, particulars of which can be obtained on application to the Undersigned.

NEXT SAILINGS.

TAIYUAN leaves on 20th Jan.

Intimations.

A. S. WATSON
AND CO., LTD.

ESTABLISHED A.D. 1841

**AERATED - -
- - WATERS.**

THE WATER used is THE PUR-
EST that can be obtained, and is
skillfully Filtered on the most scientific
principles.

THE MACHINERY employed is of
the latest design and most approved
type.

THE BEST INGREDIENTS only
are used,

**GUARANTEEING
ABSOLUTE
PURITY.**

ENGLISH EXPERTS

Manage our Factories, and their
practical knowledge and constant
supervision enable us to produce
waters of unrivalled excellence and
purity.

**A. S. WATSON & Co.,
LIMITED,**
The Hongkong Dispensary.

Chemists and Druggists by Appoint-
ment to H.E. the Governor and
Household.

TELEPHONE No. 216.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859

**A CHEE & CO.,
祥利廣**

17A, QUEEN'S ROAD.

FURNITURE
DEALERS.

RAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.

ELECTRO-PLATED,
GLASS, and
CHINA WARES.
PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES.
COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

**PHOTOGRAPHIC
DEPARTMENT.**
DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.
PROMPT RETURN.

Hongkong, 8th July, 1902. [728d]

BAY VIEW HOTEL.

BEST BRANDS OF WINES AND
LIQUORS A SPECIALTY.

DINNERS and TIFFINS SERVED
ON SHORT NOTICE.

OYSTERS, STEAKS, CHOPS, &c.
AT ALL HOURS.

Messrs. J. H. DOWNS and
J. CHRISTIE,
Proprietors.

Hongkong, 8th December, 1902. [1339d]

All communications intended for publication in
The "HONGKONG TELEGRAPH" should be
addressed to the Editor, 1, Lee House Road, and
should be accompanied by the Writer's Name and
Address.
The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contributions.

Ordinary business communications should be addressed
to The Manager.

SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$30 per annum.
WEEKLY—\$13 per annum.

The rates per quarter and per. mensum, proportional.
The daily issue is delivered free when the address is
accessible to messenger. On copies sent by post an
additional \$1.50 per quarter is charged for postage.
The postage on the weekly issue to any part of the
world is 30 cents per quarter.

Single Copies Daily, ten cents; Weekly, twenty-
five cents.

DEATHS.

On the 10th January, at Shanghai, of typhoid
fever, **ARTHUR RICHARD MILLER** (late of
Forbes & Co.), aged 31 years.

On the 11th January, at Shikwan, Nan-ting,
of small-pox, **HARRY EDWIN MEADE**, Messrs.
Butterfield and Swire's Agent, aged 27 years.

The Hongkong Telegraph

HONGKONG, FRIDAY, JANUARY 16, 1903.

LOCAL AND GENERAL.

All orders for developing and printing will
receive prompt attention at Le Munyon's—
Advt.

The death is announced of Lord Pubright,
better known as Baron Henry de Worms.

The death at Taku is reported of Mr. E. Riley,
of the Eastern Extension Telegraph Co., aged
31.

The British steamer *Mercedes* arrived to-day
with a cargo of coal consigned to the Govern-
ment.

The Tokio postmen went on strike on New
Year's Day, and delivery of the mails was
delayed four hours.

EARLY Bird writes:—Mr. Rennie's horse is
ill, and out of it for the Derby. Heavy
going has recently made training difficult.

You will find that Le Munyon is the only
up-to-date Photo Supply Dealer in the Orient.
Everything in stock strictly new. Phone 390.
—Advt.

Information has been received from the
Military authorities that gun practice will take
place on the 27th and 28th instant from a
position on Chin Lan Chun Hill towards
targets placed on the east side of Ng Tau Kok.

The Hon. Treasurer of the Alice Memorial
and Neithers Hospitals begs to acknowledge
with thanks the following donation to the
funds of the Hospitals:—

Taiako Sports, \$44 30

It is reported in mandarin circles that owing
to the Russian opposition to the appointment of
a Britisher as Commissioner of I. M. Customs
at Dalny, Sir Robert Hart has signified his
intention to appoint a Japanese to that post.

Miss Gaston, the leader of the Anti-Cigarette
League, has planned a novel crusade. She is
asking a million school children to write long
letters to the American Tobacco Trust protesting
against the manufacture and sale of cigarettes.

Miss Edith Frere, cousin of Sir Barile Frere,
was married at St. Mary Abbot's Church, Ken-
sington, to Captain W. H. Chawner, Essex Re-
giment, and the lovely Honiton lace bridal
veil she wore was fastened by several diamond
pins, which formed part of the crown worn by
Queen Alexandra at her Coronation.

Get out with your Kodak and make some
pictures. Or if you haven't a Kodak you can
get one at Le Munyon's.—*Advt.*

The *Echo de Chine*, always so "well and
accurately" posted on affairs in China, and
especially the Southern Provinces, says that
Great Britain, with her usual perfidy, forced on
the evacuation of Shanghai in return for the
concession of a railway from Kailengfu to
Nanking, the prosperity of Shanghai being
threatened by the "French" railways from
Peking to Hankow and from Hankow to Canton.

"WHAT I have written"—No autograph
hunter ever asked, "What's in a name?"
The value of some names was practically
attested at Sotheby's lately when the following
prices were given for documents signed by—

| | |
|------------------------|--------------------------|
| L. S. D. | L. S. D. |
| Oliver Cromwell 17 0 0 | Marie Corelli 8 0 0 |
| Carlyle 3 0 0 | Di Maurier 6 0 0 |
| Dickens 3 0 0 | Joseph Chamberlain 2 0 0 |
| Byron 2 0 0 | |

"CIRCLING the circle" is the name given to the
newest development of the music-hall cycling
craze. As shown at the All-India it is a daring
and thrilling performance—a thrill of several
minutes. It was taken to England by the
well-known Continental impresario, M. Galenzi,
who introduced Otero, Cleo de Merode, and
Guerrero to an English audience. The trick
is performed by the Noiset Troupe—a Belgian
quartette. A tiny circular track on "slits," set
at a rake of 60 degrees, encloses the riders.
Then, while they are thundering round on
their bicycles, the whole concert is lifted some
yards in the air, and the riders hang to the
rails of the bottomless circle like flies to a
ceiling.

**COTTAM & CO., FOR WASHING
BOW TIES.**

Don't fail to get some views of pictures of
Hongkong. Le Munyon has them any style
you want.—*Advt.*

The first victim to plague this year was a
Chinaman whose dead body was found on the
Reclamation Ground, Mo kok, Kowloon,
Health District No. 12.

The following will represent Craigengower
C.C. in the match with the "A" team of the
H.K. C. C. to-morrow:—M. E. Asger, L. E.
Lammer, A. O. Fran R. Bana, R. O.
Witchell, I. Stuart, R. Pestidoff, E. R.
Harteam, L. A. Rose and E. Ford.

We are informed that on the arrival of the
Crown Prince of Siam, expected in a few days
from Japan in his yacht the *Malachukri*, His
Royal Highness will be the guest of H.E. Sir
Henry A. Blake, G.C.M.G. During his stay he
will make a trip to various parts of the New
Territory in the Government tender *Stanley*.

Are you an artist? Le Munyon can furnish
you supplies at reasonable prices. All goods
sold strictly reliable. Phone 390.—*Advt.*

By kind permission of Lt.-Col. Birdwood and
Officers, the Band of the 10th Bombay Infantry
will play at the Hongkong Hotel to-morrow
(Saturday) from 8 to 9.30 p.m.

PROGRAMME.
1. March "Heralds" Schubert
2. Quadrille "The Wedding" Strauss
3. Valse "Mein Schöner Tag in Berlin" Gungl
4. Selection "La Poupée de Chine" Glinka
5. Valse "Alberca" Rossini
6. Galop "Wine of Love" Meyerler
God Save the King.

The "China Times" learns from an
authoritative source that negotiations for the
purchase of the China Merchants' Steam
Navigation Co. by the Imperial China Govern-
ment have been broken off and the project
abandoned. Powerful influences were brought
to bear to prevent the sale, which would
probably not have conducted to the good
fortune of the company.

In handing back the dockyard at Fongku
the Russians, says the *Fish*, made the stipula-
tion that Russian vessels should be allowed to
dock there whenever they required to. They
also demanded that Russian vessels should be
allowed to anchor in the river near the docks.
This last stipulation, the Viceroy said, would
have to depend entirely on whether the
anchorage was required for Chinese vessels.—
P. & T. Times.

The results of one's own labor is more appre-
ciated than any other, and no where is the fact
more clearly demonstrated than with pictures.
Get your camera and supplies at Le Munyon's
—*Advt.*

THE NAVY LEAGUE.

ANNUAL MEETING.

The annual general meeting of the members
and associates of the Hongkong branch of
the Navy League was held last evening in
the City Hall. Mr. H. E. Pollock, K.C., pre-
sided, and there were also present: Messrs.
N. Mumford, E. H. Sharp, Rev. France, B.
Layton, G. H. Stadel, A. R. Lowe, R. C.
Wilcox, Gershom Stewart, W. A. Cruick-
shank, G. C. Anderson (hon. secretary), and
others. After the Hon. Secretary had read
the notice convening the meeting and also the
minutes of the last meeting, the Chairman
moved the adoption of the report (already
published in these columns) which he took as
read. From it they could see that the Hong-
kong branch of the Navy League had been
active, energetic and done good work since
they last met. The meeting last year was
held on the 28th April, but after due
deliberation the meeting this year had
been held earlier, as the Committee hoped that
by such means a better attendance would be
ensured; but it would appear that in Hongkong
nothing less exciting than new dock schemes,
or the malaria mosquito question could bring
together a large attendance. From the report,
it could be seen that a prize of £50 had been
offered by the committee to the commander-in-
chief of this station for the encourage-
ment of gunnery in the ships. The prize
was offered absolutely unconditionally and
without restriction, and it was regrettable
to inform them that, after the delay of some
months, which he presumed was due to the
fact that the Admiral desired to communicate
with the home authorities, they were in-
formed that the offer was declined with thanks.
It seemed regrettable that the authorities
should have deemed it fit to refuse the offer,
because there was no doubt, and he felt sure
he had the support of his audience, that in the
next naval struggle accurate marksmanship
would play an important part. At present, in
England, a great deal of enthusiasm had been
witnessed in the formation of rifle clubs, and
the nation has, no doubt, realized that
men should not merely be provided with guns;
but were expected to use them with good
effect (hear, hear). If that maxim held good
on land, how much more necessary and im-
perative, was it that gunnery practice and
accurate marksmanship on board ship should
be maintained. A miss might possibly have
a great bearing in the decision of big naval
actions. It could also be seen that the Com-
mittee had for many years been pegging away
upon the subject of piracy on the West
River which they considered was a very
important subject. He pointed out that not
only had it a bearing on the trade of this port,
but it had to be viewed from a political as
well as from a naval point of view. Distur-
bances and troubles in the adjacent pro-
vinces ought to be kept within limits as far as
possible, and there was no doubt that if distur-
bances of such a nature went unchecked certain
powers, as well as themselves, would be tempt-

ed to interfere in the internal affairs of China.
Before things got to that stage vigorous steps
ought to be taken to check and keep piracy
within due limits. He was glad to see that the
Governor had interested himself in this matter,
and expressed the hope that effective action
would be taken and prevent the occurrence of
piracies in future. Regarding Wei-hai-wei, he
stated that since the meeting last year, various
papers had been laid on the table in the House
of Commons by Lord Cranborne from which it
could be seen that the idea of making and
converting Wei-hai-wei into an armed port, had
been abandoned. It did not altogether know
whether that was a desirable point or not, but
presumed that in so doing the authorities were
going to do their utmost to place Hongkong
in an absolute safe position (applause) by
placing modern powerful B.L. Guns in the
forts (applause). Naval strategy consisted in
keeping the fleet at sea, and pursuing or
watching the enemies' movement. It appeared
to him that it was absolutely necessary that
Hongkong, as a naval base, should be placed
in such a position, during the absence of the
fleet, as to be capable of protecting and de-
fending herself. It was his earnest wish to see the forts at
Devil's Peak proceeded with very shortly, but,
so far as he had been able to see for himself,
very little had been done in the matter. He
hoped that ere long guns would be
mounted there, as there was no doubt it was a
very important position for the defence of the
Colony. They would have soon amongst them
Mr. H. F. Wyatt, who is coming out as
an envoy of the Navy League in London and
was doing the work purely out of patriotism,
and receiving no remuneration whatever for his
efforts. They had to thank Messrs. Gibb,
Livingston and Company, agents of the
Eastern and Australian line, and Messrs. But-
terfield and Swire, agents for the China
Navigation S.S. Co., for having promised to
give a free passage to Mr. Wyatt from Japan
to Australia (applause). One point in connection
with Mr. Wyatt's visit in Canada, to which
he drew attention was the fact that at the Board
of Trade meeting held in Montreal, all the mem-
bers present unanimously joined the Navy
League, and no less than three branches were
formed in Canada (applause). It was his
earnest hope that the League here should get
more members and associates. At present
there are 257 members and 38 associa-
tes. He considered that this was far from
being satisfactory, having regard to the fact
that there is an adult British male population
in the Colony of 1,200,000 people. It was their
duty especially seeing the importance of
strengthening the hands of the Government, to
do all in their power to secure more members
and associates out here. He also pointed
out that the head office of the Navy
League had more than once during
the past year written out minding the addition
of new members and associates, and it was a
quarter of the subscriptions was sent home, the
League desired more funds for carrying out its
purposes and objects. It had been said by some
"What is the use of the Navy League?" Are
there not people who are paid to look after
these things? Why should we trouble our-
selves about such things? In answer to these
questions a local illustration would suffice
to show that that was a fallacy. He referred to
the water question (applause). For years past
there was a being known as the Water Authority
(laughter), a being whose duty it was to pro-
vide sufficient water for the use of the public.
Those people who took up the position that
because a thing was paid for to be looked after
therefore the public got it, it would, he supposed,
agree that because the Water Authority was
paid to get the Colony a sufficient supply of
water therefore we had plenty of water. The
absurdity of adopting such a line of argument
was obvious. (Applause). This water ques-
tion also furnished a parallel to the action of
the Navy League, because as had been seen
from the correspondence in the Press during
the past few months people who considered
they had not got a sufficient water supply
agitated and wrote to the Press and the Water
Authority demanding that they should receive
an adequate supply of water. The Navy
League was in exactly the same position. The
League was convinced—and they were sup-
ported upon that point by such authorities as
Lord Charles Beresford, Admiral Rawson,
Admiral Hood, and Admiral Fremantle—that
the supply of battleships and cruisers was in-
sufficient, and was endeavouring, through the
Press and by questions in the House of Com-
mons, to secure that we should obtain a
sufficient naval strength to enable us to main-
tain the peace throughout the world so very
important to us as a trading Power (hear, hear).
The Navy League was by no means a jingo
body. The sole aim and object of this League
was to the effect that Great Britain should
maintain such a standard of efficiency and
strength in her naval line, as to carry on her
wide-world commerce in a comparative sphere
of security and safety. That good work
had been done by the League went without
saying, for the mention of only one small,
but important matter would suffice to prove
it. He referred to the use of obsolete
warships, and said that some two years ago,
there were on the Navy List, some 23
ships of an obsolete type, armed with muzzle-
loading guns, and stated that these ships were
nothing more nor less than death-traps. For
over two years the League had worked on that
subject, and two months ago it was able to
announce that every one of those dangerous
and inefficient ships had been struck off
the list. (Applause). That was a very im-
portant result, and contended that the Navy
League's aim had been to educate the
people so that they might be induced to bring
pressure upon the Government to provide and
maintain efficient and sufficient ships. He
urged the British community of Hongkong to
join the League, and concluded by proposing
the adoption of the report and accounts.

Mr. A. R. Awe, seconded, and the motion
was agreed to.
The Chairman moved that the sum of \$ 50
be voted from the funds of the League in aid
of the Soldiers and Sailors Home, Arsenal
Street, where, he explained useful work was
being carried on.
This was unanimously carried.
Mr. Gershom Stewart proposed and Mr. N.
Mumford seconded, that Mr. Pollock be elected
Chairman for the ensuing year. Carried.
The Committee was afterwards re-elected,
and the proceedings ended with a vote of
thanks to the Chairman.

**HONGKONG ARMY RIFLE
ASSOCIATION.**
PRIZE WINNERS.
Pool prizes were distributed this morning to
winners of the competitions at the recent rifle
meeting, held at Kowloon. It will be remem-
bered that the other prizes were distributed by
Lady Gascoigne immediately after the rifle
meeting. The winners were as follows:—
OFFICERS.

200 yards—First, Capt. Anley, 1st S.F.,
(score 29); second, Lieut. Delme, Radcliffe,
14th Bo. (score 28); third, Lieut. Branson, 10th
Bo. (score 28).
500 yards—Lieut. Delme Radcliffe, 14 Bo.;
Capt. Anley, 1st S.F.; Lieut. Lingay, R.E.;
800 yards—Lieut. Heath, 10th Bo. (31);
Capt. Anley, 1st S.F. (31); Major Baker-Brown,
R.E. (30).
Aggregate—Capt. Anley, 1st S.F. (87);
Lieut. Delme Radcliffe, 14th Bo. (87); Lieut.
Heath, 10th Bo. (83).

WARRANT AND N. C. OFFICERS.
200 yards—S. Sgt. McSweeney, R.E. (31);
Q. M. S. Bryant, R.E. (31); Sgt. Dr. Roberts,
1st S.F. (31).
500 yards—Sgt. Dr. Roberts, 1st S.F. (30);
Cr. Sgt. Randall, 1st S.F. (29); S. Sgt. Mc-
Sweeney, R.E. (29).
800 yards—Sgt. Bedford, 1st S.F. (31); Mr.
Horley, A.S.C. (29); Cr. Sgt. Randall, 1st S.F.
(28).
Aggregate—S. Sgt. McSweeney, R.E. (87);
Sgt. Bedford, 1st S.F. (85); Mr. Horley, A.S.C.
(83).

RANK AND FILE.
200 yards—Corpl. Thornhill, R.E. (31); Sapp.
Jacques, R.E. (31); Sapp. Colley, R.E. (31);
Sapp. Barrett, R.E. (30).
500 yards—Bomber. Earles, P.G.A. (32);
Sapp. Jacques, R.E. (31); Corpl. Chinnery,
R.E. (30); Corpl. Thornhill, R.E. (30).
800 yards—L. Corpl. Foster, 1st S.F. (30);
Corpl. Thornhill, R.E. (30); Pte. Tucker, 1st
S.F. (30); Sapp. McEwen, R.E. (29).
Aggregate—Corpl. Thornhill, R.E. (92);
Sapp. McEwen, R.E. (86); Sapp. Jacques,
R.E. (84); L. Corpl. Barton, 1st S.F. (78).

ALL RIFLES.
200 yards—Mr. Horley, A.S.C. (24); Sapp.
Angus, R.E. (21); Sapp. McEwen, R.E. (24).
500 yards—Corpl. Thornhill, R.E. (25); Mr.
Horley, A.S.C. (24); Corpl. Robertson, R.E.
(23).
800 yards—Mr. Horley, A.S.C. (25); Corpl.
Thornhill, R.E. (24); Major Denny, staff (24).
Aggregate—Corpl. Thornhill, R.E. (72); L.
Corpl. Robertson, R.E. (68); Corpl. Bond, R.E.
(63).

ALL RIFLES, CARBINE.
200 yards—Sapp. Jacques, R.E. (31); S. Sgt.
Dawson, R.E. (30); S. Sgt. McSweeney, (28).
500 yards—Sapp. McEwen, R.E. (26); Mr.
Horley, A.S.C. (26); Corpl. Angus, R.E. (27).
Aggregate—S. Sgt. Dawson, R.E. (57); Sapp.
McEwen, R.E. (55); Col. St. Randall, 1st S.F.
(54).
The Revolver Pool was won by Capt. X
Britten, 10th B.L.T. (score 62).

LADIES' NOMINATION.
200 yards—L. Corpl. Robertson, R.E. (31);
Cpl. Angus, R.E. (31); S. Sgt. Urquhart, R.E.
(31); Corpl. Thornhill, R.E. (31); Q. M. S. Bryant,
R.E. (31); S. Sgt. McSweeney, R.E. (30);
Lieut. Branson, 10th B.L.T. (29); Sapp. Lingay,
R.E. (29); Corpl. Bond, R.E. (29); Major
Trefusis, staff, (28).

BEST SHOT.
Corpl. Thornhill, R.E., won the Grand
Aggregate Challenge Cup, thereby proving
himself the best shot in the British
Garrison. His scores for 200 yards, 500 yards,
and 800 yards, respectively, were: 31, 30, and
30.

NATIVE OFFICERS.
200 yards—Subedar Krishnaji Rao Sinde,
10th Bo. L. 1.
600 yards—Subedar Govind Mande, 10th
Bo. L. 1.
800 yards—Jemadar Murad Hakim, 14th
Bo. L. 1.
Aggregate—Subedar Krishnaji Rao Sinde,
10th Bo. L. 1.

N. C. OFFICERS.
200 yards—Havildar Krishnaji Rao Sinde,
10th Bo. L. 1.
600 yards—Naik Mahadu Rao Deokar, 10th
Bo. L. 1.
800 yards—Havildar Rama Powar, 10th Bo.
L. 1.
Aggregate—Naik Mahadu Rao Deokar, 10th
Bo. L. 1.

RANK AND FILE.
200 yards—Lance Naik Vittu Powar, 10th
Bo. L. 1.
600 yards—Private Sahebrao Mane, 10th
Bo. L. 1.
800 yards—Private Sakhoji Rao Chalke, 14th
Bo. L. 1.
Aggregate—Lance Naik Sheikh Yasin, 10th
Bo. L. 1.

LADIES' MATCH.
200 yards (Service rifle)—Mrs. Dean, (30);
Mrs. Leige, (30); Mrs. Baker Brown, (6);
Mrs. Radcliffe, (27); and Mrs. Robertson, (25).

COLLISION AT CAPSIMUM.

At about eight o'clock on the night of the
14th inst. the German steamer *Hansa*, owned
by the Tung Kee Company, left the harbour
bound for Canton, and while passing Cap-
simum she met a native trading junk and a
collision seemed imminent. Captain Lorenzen
of the *Hansa* on seeing the junk did all in his
power to avoid running into the craft, but as
the steering of the junk was bad, a collision
occurred. The junk which was laden with
a general cargo commenced to take in water,
and in a few minutes she sank to the bottom
of the deep and narrow channel. Capt. Lorenzen
had all his men called on deck, and life boats
were lowered, and the Chinese crew rescued.
In all, nineteen men and a woman were picked
up and taken on board the *Hansa*, which at
once commenced to steer back to Hongkong.
Here the matter was reported to the police, who
were informed that no lives had been lost.
The master of the junk estimated his loss to be
a little over \$5,000.

Mr. A. R. Awe, seconded, and the motion
was agreed to.
The Chairman moved that the sum of \$ 50
be voted from the funds of the League in aid
of the Soldiers and Sailors Home, Arsenal
Street, where, he explained useful work was
being carried on.
This was unanimously carried.
Mr. Gershom Stewart proposed and Mr. N.
Mumford seconded, that Mr. Pollock be elected
Chairman for the ensuing year. Carried.
The Committee was afterwards re-elected,
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TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

(By special arrangement with the Deutsche Lloyd.)

The German Minister in Washington.

REPUTATES RUMOURS.

BERLIN, 15th Jan., 12.53 p.m.

Baron Speck von Sternburg, who has been appointed Chargé d'Affaires in Washington consequent upon the resignation of Dr. Theodore von Holleben, has been interviewed. He repudiates the rumours that von Holleben's return to Europe was owing to his being recalled for want of tact in diplomatic affairs, and states that the simple fact is that he applied for furlough on account of illness through overwork.

M. Witte.

THANKED BY THE CZAR.

The Czar has publicly thanked M. Witte for all the eminently successful work which he has accomplished for his country.

(Reuter's)

South Africa.

LONDON, January 14th.

Mr. Chamberlain and the leaders of the mining community have agreed to a war contribution of £30,000,000 and furthermore that the mining industry will give a guarantee for the loan of £30,000,000 for reproductive works in the Transvaal and Orange River Colony.

The United States and the Chinese Indemnity.

China has suggested to Washington that if the Powers insist on a gold indemnity she should be allowed to collect her customs dues in gold. The United States reply that China having agreed to a silver indemnity she is unable to give her assent.

Great Britain has proposed a reduction in the instalments by the prolongation of the period of forty years in which the total is at present payable.

LATER.

British South Africa.

Mr. Chamberlain yesterday visited the mines and conferred with the mining representatives of Johannesburg. Speaking on the labour question he dwelt on the difficulties and disadvantages of importing labour from North of the Zambesi, India or China.

Coal Famine in the United States.

A coal famine in the United States is causing severe distress. Several towns in Illinois have been forced to close their schools and to watch the Manchurian bank and to effect a speedy mobilization in the event of war.

Russia on the Amur.

A Russian flotilla of 25 vessels have been formed to protect the navigation of the Amur and the Ussuri against Chinese pirates; to watch the Manchurian bank and to effect a speedy mobilization in the event of war.

CEYLON PEARL FISHERY.

The Colonial Secretary has forwarded to us a copy of a Ceylon Government Gazette extraordinary containing the following notification respecting the Pearl Fishery of 1903:

Notice is hereby given that a Pearl Fishery will take place at Marichchikaddi, in the Island of Ceylon, on or about 22nd February, 1903.

The banks to be fished are the South-East Cheval Paar estimated to contain 40,000 oysters, sufficient to employ 120 boats for forty days, with average loads of 10,000 oysters each, each boat being fully manned with divers; the East Cheval Paar, estimated to contain 11,000,000 oysters, sufficient to employ 28 boats for forty days, with average loads of 10,000 oysters each, each boat being fully manned with divers; the North-East Cheval Paar estimated to contain 130,000 oysters, sufficient to employ 32 boats for forty days, with average loads of 10,000 oysters each, each boat being fully manned with divers; the Priya Paar Kurru, estimated to contain 8,000,000 oysters, sufficient to employ 20 boats for forty days, with average loads of 10,000 oysters each, each boat being fully manned with divers.

It is therefore necessary that such boat owners and divers as may wish to be employed at the said fishery should be at Marichchikaddi by the 17th February next, and it is notified that the first day's fishing will take place on the first favourable day after the 22nd February.

Marichchikaddi is on the mainland, eight miles by sea south of Sillavaturai, and supplies of good water and provisions can be obtained there.

The fishery will be conducted on account of Government, and the oysters put up to sale in such lots as may be deemed expedient.

The arrangements of the fishery will be the same as have been usual on similar occasions.

ASK FOR ASAHI JAPANESE BEER—G. Girault.

Persons attending the Fishery Camp from India will be permitted to travel to Ceylon by either of the following routes:—(1) Tuticorin to Colombo, or (2) Paumotu to Marichchikaddi, and by no other.

Arrangements will be made, as at the last fishery, for travellers to proceed from Paumotu direct to the Camp. The only restriction imposed on travellers by the Paumotu route will be inspection by the Medical Officer at Paumotu.

All payments to be made in ready money in Ceylon currency.

Drafts on the banks in Colombo or bills on the agents of this Government in India, at ten days' sight, will be taken, on letters of credit being produced to warrant the drawing of such drafts or bills.

For the convenience of purchasers, the Treasurer at Colombo and the different Government Agents of Provinces will be authorized to receive cash deposits from parties intending to become purchasers, and receipts of these officers will be taken in payment of any sums due on account of the fishery.

No deposit will be received for a less sum than Rs. 250.

By His Excellency the Governor's command EVERARD H. THURM, Colonial Secretary.

Colonial Secretary's Office, Colombo, December 22, 1902.

THE HONGKONG DERBY.

The following are the entries for the Hongkong Derby to be run on Tuesday, the 10th February:

Mr. Buxey's *Winning Race*, 11st 10lbs.

Do. *Hardy Race*, 11st 10lbs.

Mr. Christie's *Tyrol*, 11st 8lbs.

Major Denny's *Diamond*, 12st 0lbs.

Maj. Gen. Sir W. J. Gascoigne's *Clare*, 11st 6lbs.

Mr. H. A. Buck's *The Pirate*, 10st 12lbs.

Mr. E. H. Hind's *Squid*, 11st 0lbs.

Lieut. Col. G. A. Hughes' *Brilliant*, 11st 10lbs.

Lieut. Col. G. A. Hughes' *Princess*, 11st 10lbs.

Mr. Hunter's *Cher Ami*, 10st 8lbs.

Mr. Ellis Kailore's *Myrtle*, 12st 2lbs.

Capt. P. Langlands' *Traveller*, 10st 8lbs.

Do. *Laila*, 11st 10lbs.

Mr. Morgan Phillips' *Legacy*, 12st 2lbs.

Mr. Robert Sheehan's *Cynara*, 11st 6lbs.

Mr. Smith's *Furber*, 11st 0lbs.

THE HONGKONG STAKES.

Entries for the Hongkong Stakes to be run on Thursday, the 12th February, are as under:

Mr. G. Ball's *Toddie*, 10st 12lbs.

Messrs. Brown & Graham's *Sandstone*, 10st 12lbs.

Mr. Buxey's *Common*, 10st 9lbs.

Do. *Water Rose*, 10st 9lbs.

Mr. Carruthers' *Cuban Boy*, 10st 6lbs.

Messrs. Deane & Morris' *Manhattan*, 10st 12lbs.

Do. *Martinez*, 10st 12lb.

Do. *Violet*, 11st 1lb.

Mr. Drysdale's *Syntax*, 10st 1lb.

Mr. Georgian's *Handy Man*, 11st 1lb.

Mr. Hart Buck's *Silver Fox*, 10st 12lbs.

Do. *Commoner*, 10st 12lbs.

Mr. Houston's *Nicodemus*, 10st 9lbs.

Lieut. Col. G. A. Hughes' *Aurora Borealis*, 10st 6lbs.

Do. *Perky*, 10st 9lbs.

Mr. Ellis Kailore's *Dahlia*, 10st 9lbs.

Mr. J. H. Lewis' *Starling*, 11st 1lb.

Do. *Muscatel*, 10st 12lbs.

Do. *Charmant*, 10st 12lbs.

Mr. D. MacDonald's *Mistral*, 10st 12lbs.

Mr. F. D. Marshall's *Mad Mullah*, 11st 1lb.

Mr. Nibelung's *Revolution*, 10st 12lbs.

Mr. John Peel's *Revolution*, 10st 12lbs.

Mr. G. H. Potts' *Jigoku*, 10st 12lbs.

Mr. C. Rademacher's *Joker*, 11st 1lb.

Mr. H. Ross' *Benny-Glo*, 10st 9lbs.

Mr. Robert Sheehan's *Fortuna*, 11st 1lb.

Mr. G. Smithers' *Fortuna*, 10st 9lbs.

Mr. T. Tremane's *Fortuna*, 10st 12lbs.

Do. *Druid*, 11st 4lbs.

Mr. Wheeler's *Fancy*, 11st 4lbs.

Do. *Fast*, 11st 1lb.

THE VILLEY STAKES.

Entries for these stakes to be run on the 10th prox, are:

Mr. G. Ball's *Toddie*, 10st 12lbs.

Messrs. Brown & Graham's *Sandstone*, 10st 12lbs.

Mr. Buxey's *Common*, 10st 9lbs.

Do. *Water Rose*, 10st 9lbs.

Mr. Carruthers' *Cuban Boy*, 10st 6lbs.

Messrs. Deane & Morris' *Manhattan*, 10st 12lbs.

Do. *Martinez*, 10st 12lb.

Do. *Violet*, 11st 1lb.

Mr. Drysdale's *Syntax*, 10st 1lb.

Mr. Georgian's *Handy Man*, 11st 1lb.

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IN CHARITY'S CAUSE.

VARIETY ENTERTAINMENT.

It is not often that the Theatre Royal is crowded with such a large and distinguished audience as which assembled there last evening to witness a variety concert in aid of the funds of the Arsenal Street Sailors and Soldiers Institute. H.E. the Governor, Lady Blake and Miss Blake occupied one of the boxes, while among others present were noticed Commodore and Mrs. Robinson, Rear-Admiral H. T. Grenfell, and Sir W. M. Goodman and Lady Goodman. The Hon. F. H. May, who has worked hard to secure the success of the entertainment, was busy behind the scenes, where he was ably assisted by Lieut. Heycock, R.M.L.I., who also conducted the operations on the stage and umpired in the first four items of the programme. F. E. McKerrill, of H.M.S. *Ocean*, opened the proceedings with a display of tonnage and culled swinging for which he was frequently and loudly applauded. Then followed bayonet, bayonet by R.M.A. runners C. Cr. Clifford, D. McKay, J. Clark, F. Kemp, H. Herbert and C. Truing, of H.M.S. *Albion*, several of whom had been the Highland Light Infantry and the Grenadier Guards at the Military Tournament at the Agricultural Hall a year or so ago. C. Dymally, O.S., and F. Layton, A. B. of H.M.S. *Albion*, gave a smart exhibition of sparring, after which members of the *Albion* engaged in bouts with single sticks. The string band of the *Albion*, under the baton of Signor De Robertis played several selections, much to the delight of the audience, and the "Wizard of Kwangtung" and the "Pride of seven years of age" mystified the house with clever conjuring, while a troupe of acrobats appeared to go unopposedly near breaking their necks and backs. It was a good entertainment and everyone should be pleased with the result.

THE CRISIS IN KWANGSI.

The new Governor of Kwangsi, Wang Chih-tung, who since taking over his seals of office in June last, has practically done nothing towards suppressing the rebellion in that province, is reported (says the *N. C. D. News*) to be almost surrounded by rebels, although, as may perhaps be remembered by readers of these "Notes," he was appointed to that post by the Empress Dowager in consequence of his boastful language and declaration to her Majesty of his ability to deal with the rebellion in the South at short notice. Governor Wang took down South with him quite 6,000 picked Hunanese troops, fellow-provincials of his and well-armed to boot, with the 25,000 or so Hunanese "braves" then opposing the rebel forces, he expected could easily restore order in the province under his "exceptional generalship." But the people of Kwangsi are of entirely different calibre from those of the province north of them, and in the present instance, are exasperated at the oppressions of the avaricious and unscrupulous officials amongst them, and are, moreover, driven to rebellion by flood, drought and famine. Governor Wang and his Mandarins would require on or twenty times the forces at their command to keep even the cities they occupy from falling to the desperate inhabitants of Kwangsi, who, by the way, are much better armed than the soldiers—one-half of whom secretly sympathize with them. Eye-witnesses who have been to Nanning and other places in Kwangsi declare that almost the whole province is hostile against the Government and the troops appear more like men keeping guard in a foreign kingdom than camped in their own country. To those who know, it seems that it is not a question of force majeure that will restore peace to Kwangsi, but a wholesale remission of taxes for three years, generous Government help financially, and a system of public works where the strivings may get food in return for labour. Haste is needed for this even, for if Kwangsi succumbs to the Government her example will certainly be followed by at least six more provinces, simultaneously.

KAISER AS COMMERCIAL TRAVELLER.

Truth generally has something to say regarding the topic of the day. This is just to hand:—

My minister reasons, more or less speculative, were discovered for the Kaiser's recent visit to England, but, as often happens in these cases, the true one was overlooked. At any rate, whatever objects his Majesty may have had in view he seems to have had an eye to business, pure and simple. An article in the *Kölnische Zeitung*, translated in the *Chemist and Druggist*, describes the means taken by him while at Sandringham to introduce "the different spirit appliances for lighting, cooking, &c.," made in Germany. The appliances were brought over from Berlin, and installed by a German expert; but the Emperor, after his wont, speedily owned the expert, took the business into his own hands, translated the manufacturer's catalogues and price-lists, and lectured on the use of the apparatus, giving practical demonstrations of the use of lamps, cooking-stoves, the heating of flat-irons and curling-tongs, and so forth. His Majesty pointed out the value of the innovation for lighting stables, &c., and explained how incandescent spirit on the German system was likely to supersede all other power in motor-cars. So far as I know, but it is necessary to speak with caution, this is the first appearance of the German Emperor as a commercial traveller. But it will be seen in a moment that it opens up an entirely new field of usefulness for Royalty. It must be the hope of every Nation in these days of severe foreign competition that, when the Imperial visit is returned, our own Sovereign will take a few samples of British goods with him for introduction to the German market.

ASK FOR ASAHI JAPANESE BEER—G. Girault.

THE NANKING CATASTROPHE.

FURTHER PARTICULARS.

As reported in our columns of the 12th inst. a terrible catastrophe occurred at Nanking whereby 100 Chinese were said to have been killed. Further particulars are now to hand, the *Shanghai Mercury* of the 12th inst., containing the following:—

News was received here late this morning of a terrible disaster at Nanking this morning. Hon. John Goodnow, U. S. Consul-General, has placed "at our disposal" the following telegram:—

Nanking, 12th Jan., 1.56 p.m.

Through a landslide at Hsialowan, Messrs. Butterfield and Swire's Dock (bunding?) and godown have been sunk in the River. It is estimated that 100 Chinese have been drowned.

Messrs. Butterfield and Swire have only recently finished filling in the river bank at the upper end of the anchorage, building a face stone bunding to keep in place a bulk, connected with the bunding by a bridge, provided an anchorage for their steamers in deep water, only a few yards from the shore. Upon the made ground, occupying the position formerly washed by the river, they had built two fairly large godowns for their cargoes. From the above telegram it appears that the slope of the river was too great to support the bunding, and that this must have slipped into the river, displacing the newly filled-in earth sufficiently to cause the godowns to collapse.

If the loss of life be as reported, the accident must have happened either as the steamer was coming alongside or when she was at the bulk. As there is no news of the steamer being injured, the former was probably the case.

The *Ostasiatische Lloyd* has received the following telegram:—

A part of the Hsialowan Bund has collapsed. 100 Chinese have perished. Butterfield and Swire's godown, with 115,000 worth of goods, has been destroyed.

THE EXPORT OF RICE.

The Viceroy at Nanking has notified the Consular Body that after the 28th of January the general export of rice from Shanghai will again be prohibited, and that all permits to export which have been issued but not used will, from that date, be cancelled. Further that after that date, permits which may be granted to a limited extent will be charged for at the rate of 200 cash per picul.

These official tamperings with the movements of rice are always suspicious, remarks the *N. C. D. News*, and it is a curious coincidence that the issue of this notice should coincide with the termination of H. E. Sheng Kungwan's period of deep mourning for his father. With all respect for H. E. Chang Chih-tung, it must be distinctly stated that his action in this case is entirely *ultra vires*. Section 8 of the Rules attached to the Treaty of Tientsin is perfectly clear on the subject:—

"The export of rice and all other grain whatsoever, native or foreign, no matter where grown or whence imported, to any foreign port, is prohibited; but these commodities may be carried by British merchant ships from one of the open ports of China to another, under the same conditions in respect of security as cash, on payment at the port of shipment of the duty specified in the Tariff." The conditions referred to are given in the previous section in the following quotation we have substituted the word "rice" for "cash":—

"The shipper shall give notice of the amount of rice he desires to ship, and the port of its destination, and shall bind himself either by a bond with two sufficient sureties, or by depositing such other security as may be deemed by the Customs satisfactory, to return, within six months from the date of clearance, to the collector at the port of shipment, the certificate issued by him, with an acknowledgment thereon of the receipt of the rice at the port of destination by the collector at that port, who shall thereto affix his seal."

There is nothing here justifying the prohibition of the export of rice construed into making permits from the Taotai necessary, and nothing empowering him to impose a "squeeze" of 200 cash a picul. It is of course understood that the whole rice trade is in the hands of Chinese merchants, and H. E. Chang Chih-tung may think that it does not concern British merchants at all, but the carrying of the rice is done almost entirely in British steamers, and British shipowners are very seriously concerned by this prohibition.

"We know that the Acting British Consul-General, Mr. R. W. Mansfield, has taken the matter up, and it is probable that a strong protest will be made by the Consular Body against this imposition, which, in addition to being a stain on the Treaty, is economically unsound. It must be confessed, however, that it is very doubtful whether any protest from Shanghai against H. E. Chang Chih-tung's action will have any effect: the British Chargé d'Affaires will no doubt make a representation to the Waiwu Pu, and the Waiwu Pu may be moved to send a remonstrance to H. E. Chang Chih-tung, but that the latter will pay any attention to any representation from the feeble body that has superseded the old Tsungli Yamen, is hardly to be expected. The trouble about these prohibitions to export rice is that their real intention is to provide a means of making money for the officials, who export rice themselves through their underlings while the prohibition is in force, or sell permits to favoured exporters. The charge of 200 cash a picul which the Taotai proposes to make on the permits, which may be granted to a limited extent after the prohibition goes into operation, will bring him in the neat little sum of at least four thousand taels on every cargo of twenty thousand piculs.

We do not forget that by Article XIV of the Treaty of Shanghai, "in cases of expected

scarcity or famine from whatsoever cause in any district, the Chinese Government shall, on giving twenty-one days' notice, be at liberty to prohibit the shipment of rice and other grain from such district." But there must be, it will be seen, expected scarcity or famine; and the article contains full safeguards to prevent the prohibition being used for the enrichment of the officials: "If during the existence of this prohibition, any shipment of rice or grain is allowed by the authorities, the prohibition shall, ipso facto, be considered cancelled and shall not be reimposed until six weeks' notice has been given." An exception is made in favour of Tribute and Army rice, as to which the Government must state, when the prohibition is notified, if they have any to ship and if so, how much, and the Customs shall keep a record of the amount of it shipped or landed. Then comes a straitforward engagement: "The Chinese Government undertake that no rice, other than Tribute and Army rice belonging to the Government, shall be shipped during the period of prohibition." We have recapitulated these points because it might be urged that H. E. Chang Chih-tung was only anticipating the enforcement of the Treaty of Shanghai. It will be seen that the notification with which this article commences is not in consonance either with the Treaty of Tientsin or that of Shanghai.

ADMIRALTY GENEROSITY!

HANDY-MEN ENTITLED TO A PENNY.

A return has recently been made to Parliament showing the Unclaimed Shares of all Prize Money, Slave and Pirate Bounties, Salvage Awards, Parliamentary Grants, Gratuities, and other Moneys, distributed by the Admiralty from Jan. 1, 1855, to March 31, 1902. The first fifty-six pages are occupied with the names of those who are entitled to prize-money, grants, &c., for the China War, 1

Shipping—Steamers.

OCEAN STEAMSHIP COMPANY, LD.
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL.
MONTHLY SAILINGS FOR CONTINENT.

OUTWARDS.

| FROM | STEAMERS | DUE ON |
|-----------------------|-----------|---------------|
| GLASGOW and LIVERPOOL | "PAKLING" | 22nd January. |
| " | "DIOMED" | 28th " |
| " | "CHINGWU" | 3rd February. |
| " | "MACHAON" | 11th " |

HOMEWARDS.

| FOR | STEAMERS | TO SAIL ON |
|--------|--------------|----------------|
| LONDON | "ANTENOR" | 20th January. |
| " | "TELEMACHUS" | 3rd February. |
| " | "PROMETHEUS" | 17th February. |
| " | "DIOMED" | 3rd March. |

LIVERPOOL BERTH.

| FOR | STEAMERS | TO SAIL ON |
|------------------------|------------|----------------|
| LIVERPOOL | "TYDEUS" | 24th January. |
| " | "DARDANUS" | 20th February. |
| MARSEILLES and ANTWERP | "PYRRHUS" | 20th February. |

TRANS-PACIFIC SERVICE.

| FOR | STEAMERS | TO SAIL ON |
|--|-----------|---------------|
| VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS | "PAKLING" | 24th January. |
| NAGASAKI, KOBE and YOKOHAMA | " | " |

The S.S. "ANTENOR" left Shanghai yesterday morning for this via Foochow and is due here on 19th inst.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 16th January, 1903.

CHINA NAVIGATION CO., LIMITED.

| FOR | STEAMERS | TO SAIL |
|---|-------------|---------------|
| SWATOW and SHANGHAI | "KIUKIANG" | 18th January. |
| MOJI, KOBE and YOKOHAMA | "TSINAN" | 19th " |
| MANILA | "TAIYUAN" | 20th " |
| THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE | "T-IYUAN" | 20th " |
| CEBU and ILOILO | "KAIFONG" | 21st " |
| MANILA | "SUNGKIANG" | 21st " |

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled table. A duly qualified Surgeon is on board.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

§ See Special Advertisement.

N.B.—B. D. C. D. S. L. O. N. F. A. R. E. S. S. I. N. G. E. A. N. D. R. E. T. U. R. N. T. O. M. A. N. I. L. A. V. I. A. A. U. S. T. R. A. L. I. A. N. P. O. R. T.

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| Steamship. | Tons. | Captain. | For | Sailing Dates. |
|------------|-------|--------------|-----------------|------------------------|
| ZAFIRO | 2540 | R. Rodger | MANILA (DIRECT) | 23rd January, at Noon. |
| RUBI | 2540 | R. W. Almond | Do. | " |
| DIAMANTE | 1980 | A. H. Nolley | Do. | " |
| PERLA | 1980 | J. McGinty | Do. | " |

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 15th January, 1903.

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PROPOSED SAILINGS FROM HONGKONG VIA MOJI, KOBE AND YOKOHAMA,

FOR
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THE OREGON RAILROAD AND NAVIGATION COMPANY,

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| "INDRAVELLI" | 4,899 | W. E. Craven | Jan. 23, 1903. |
| "INDRAPURA" | 4,899 | A. E. Hollingsworth | Feb. 25, " |
| "INDRASAMHA" | 5,197 | R. P. Craven | Mar. 16, " |

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

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OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

| Destinations. | Steamers. | Captains. | Sailing Dates. |
|---------------|-----------------|--------------|--------------------------|
| FOR TAMSUI* | "DAIJIN MARU" | T. Ogata | SUNDAY, 18th January. |
| FOR ANPING* | "MAIDZURU MARU" | T. Saito | WEDNESDAY, 21st January. |
| FOR TAMSUI* | "DAIGI MARU" | T. W. Groves | SUNDAY, 25th January. |
| FOR FOCHOW* | "ANPING MARU" | J. Goto | WEDNESDAY, 28th January. |

* Via Swatow and Amoy.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

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By the Co.'s steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further information, apply at the Co.'s Local Branch Office, at No. 2, Des Voeux Road Central.

T. ARIMA, Manager.

Hongkong, 14th January, 1903.

Shipping.

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SINGLE, \$20. RETURN, \$36.

STEAMERS fitted throughout with Electric Light. First Class Accommodation. Unrivaled Table. Duly qualified Surgeon carried.

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Passage Fare \$4.00 Single Journey.

Meals \$1.00 each.

The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHUI ON S.S. CO., LTD.

Hongkong, 30th December, 1902.

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FOR SINGAPORE, PENANG AND CALCUTTA

THE Company's Steamship

"SUISANG"

Captain J. Young, will be despatched as above TO-MORROW, the 17th instant, at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
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Hongkong, 16th January, 1903.



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"AUSTRIA"

Captain Andrievich, will leave for the above places TO-MORROW, the 17th instant, at 1 P.M.

This steamer has capital accommodation for passengers, electric light and carries a doctor.

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Princes' Building.

Hongkong, 9th January, 1903.



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STEAM FOR FIUME AND TRIESTE (DIRECT),

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"SILE-IA,"

Captain Gherzo, will be despatched as above on TUESDAY, the 20th instant, P.M.

This steamer has capital accommodation for passengers, electric light and carries a doctor.

For Information as to Passage and Freight apply to

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Hongkong, 12th January, 1903.

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1903.

"HINDUSTAN" About 25th Jan.

"SHIMOSA" "28th Feb.

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Captain Helms, will be despatched for the above Ports on THURSDAY, the 16th February, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provision, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

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Hongkong, 13th January, 1903.

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FOR NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

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For Freight, apply to

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Hongkong, 8th January, 1903.

Shipping.

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To be followed by

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For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

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Hongkong, 14th January, 1903.

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For Information as to Passage and Freight apply to

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Princes' Buildings.

Hongkong, 15th January, 1903.

Intimations.

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the Hongkong Telegraph and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.

Hongkong, 14th January, 1903.

Intimations.

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

J. EYES FLUID

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co.,
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FRESH AUSTRALIAN BUTTER of prints 90 cents per pound.

Fresh Australian Cheese.

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AN INSPECTION INVITED.

Hongkong, 20th December, 1902.

Intimations.

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Hongkong, 14th October, 1902.

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ANNUAL SALE SIX MILLION BOXES.

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Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies' and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superiress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1902.

ST. JOSEPH'S COLLEGE, HONGKONG.

OWING to the insufficiency of accommodation in the present building and the increasing demand for admission, it has been found necessary to extend the wings of the main building and to enlarge the Chinese department by an additional storey with two wings. The estimated cost will amount to over \$15,000. To cover these expenses we Appeal to the liberality of all friends of Education. The establishment has been in existence for the last 25 years and is open to all classes.

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